

THE  
HONGKONG  
WEEKLY.

ILLUSTRATED.

# The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE

OVERLAND

CHINA MAIL.

BEFORE GOING HOME.

No. 13,832.

號八月八年七零百九千一英

HONGKONG, THURSDAY, AUGUST 8, 1907.

號十三月六年未丁

PRION, 88.00 Per Month.

## Intimations.

### THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1891.

### SCOTCH WHISKY.

PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.

### TAI KWONG CO.

109, DES VŒUX ROAD CENTRAL.

### GASOLINE LAMPS

WELSBACH MANTLES.

Hongkong, June 14, 1907.

### HONGKONG JOCKEY CLUB.

### SUBSCRIPTION GRIFINS.

A MEETING OF MEMBERS interested in Subscription Grifins for the Next RACE MEETING will be held at the Office of the Jockey Club (Hongkong Club Annex), on SATURDAY, 10th instant, at Noon.

Hongkong, August 7, 1907.

### INTERNATIONAL SLEEPING

### CAR & EXPRESS TRAINS

### COMPANY.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE).

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES & CO., Agents.

Hongkong, August 7, 1907.

### NOTICE.

### GREEN ISLAND CEMENT COM-

### PANY, LIMITED.

SHAREHOLDERS are reminded that INTEREST at the rate of 12% per annum, is payable on overdue calls.

SHEWAN, TOMES & CO., General Managers.

Hongkong, August 1, 1907.

### NOTICE.

### NOTICE TO MARINERS.

No. 304 (Special).

### CHINA SEA

### SHANGHAI DISTRICT.

### ENTRANCE TO THE WHANGPU

### RIVER.

ESTABLISHMENT OF WOOSUNG SPT GAS-  
LIGHTED BOY.

NOTICE IS HEREBY GIVEN that the Woonung Spt Gas-Lighted Boy will be discontinued on or about the 15th August, and that a Gas-Lighted Boy, surrounded by a central superstructure, painted in Red and Black vertical stripes and showing an Osculating Red Light every 8 seconds, thus: 4 seconds light 4 seconds eclipse

will be moored 1 cable S. 27° E. from the present position of the unlighted boy. The Gas-Lighted Boy will mark the spot as well as the end of the jetty under course of construction by the Whangpu Conservancy. The Light-boat now marking the jetty (see Harbour Notification No. 12 of 1909) will be discontinued.

T. J. ELDRIDGE,

Coast Inspector's Office,

Shanghai, July 27, 1907.

### NOTICE.

### KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, Sitat Tora Tora, Poya West, on (M. Lot Nos. 204 to 206), formerly known as the Po On Godowns, the lease for which having expired, have been taken possession of by the Landlords, and business will be hereafter conducted under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at the most favourable rates of interest may be obtained from the Undermentioned Loan and Agency Company, Ltd.

SAM WANG & CO., LTD.

TELEPHONE: No. 321.

Address: 81, Queen's Road Central.

U YUK CHI,

Managing Director.

Hongkong, July 2, 1907.

## Business Notices.

### W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORK:

KOWLOON BAY.

OFFICE & STORES:

No. 20, CONNAUGHT ROAD

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,220 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,985 tons, Captain B. Branch.  
s.s. HEUNGSHAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted). The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

#### Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.  
s.s. SUI-TAI, 1,651 tons, Captain C. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

#### Canton-Macao Line.

s.s. LUNGSAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Wilton.  
s.s. NANNING, 588 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOUSTON, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

### THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign money exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

14, WATER STREET, 16, DES VŒUX ROAD, YOKOHAMA, HONGKONG.

Hongkong, August 6, 1907.

(UNDER ROYAL PATRONAGE)

### MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 4A for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907.

### THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, August 2, 1907.

### A LING & CO.,

10, QUEEN'S ROAD CENTRAL

(Next to Messrs Kuhn & Konen).

### FURNITURE AND PHOTO GOODS

### STORE.

Photographic Goods of Every Description in Stock.

DEVELOPING AND PRINTING UNDERTAKEN.

Hongkong, August 1, 1907.

### LABUAN COAL

THIS LABUAN COALFIELDS COMPANY, LTD., are now prepared to bunker Steamers at LABUAN, with Good Fresh Quality LABUAN COAL, double screened and straight from the Mine.

For further particulars, apply to BRADLEY & CO., Agents.

Telegraphic Address: LABOR, Labuan.

Hongkong, March 12, 1907.

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD

HONGKONG, August 7, 1907.

### LANE, CRAWFORD & CO.

PLAIN AND FANCY

### LADIES' HOSIERY

CASHMERE AND LISLE THREAD HOSE

IN BLACK, BROWN AND WHITE.

LISLE HOSE WITH CASHMERE FEET

\$1.50 AND \$2.00 PER PAIR.

LANE, CRAWFORD & CO.

Hongkong, August 7, 1907.

### THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating,

Writing in Sight,

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL machines kept in Stock.

1, PRINCE'S BUILDINGS.

Hongkong, July 10, 1907.

### PATELL & CO.,

SHAMEEN CANTON.

### GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Hongkong, July 20, 1907.

### THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

### OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED

have always in Stock a Supply of the above in all sizes. Prices may be obtained on application.

Hongkong, July 26, 1907.

### GREENFIELD

Successor to HARRIS-KEENEY CO.,

MANUFACTURERS OF HIGH GRADE RAYON

AND LATEST FIBRE CLOTHING.

2, ODER STREET, opposite Main

Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to all local residents.

Hongkong, July 31, 1907.

### LEE CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for SHOPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, July 31, 1907.

### Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

1899

### SIEN TING

Surgeon Dentist,

No. 14, D'ARQUILLER STREET.

TERMS VERY MODERATE

Consultations Free.

1899

## Business Notices.

### GREEN ISLAND CEMENT CO., LD.

### PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

### FAIRALL & CO.

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Veilings, Long Silk Gloves, etc.

7 and 9, PEDDER STREET.

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

2107

### SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

### SUN GLASSES

IN GREAT VARIETY

### 'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

### VICTORIA DISPENSARY

### REMINGTON

### TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 3, 1906

### KELLY & WALSH, LTD.

### A NEW DEPARTURE.

Modern Fiction bound in cloth covers, good type.

Forty-Five cents Each.

### MEDICAL BOOKS OF A

### POPULAR NATURE.

Easton's Medical What Foods Feed Us .50

Sperry's Confidential Talks with Young Women .25

Sperry's Confidential Talks with Young Men .25

Sperry's Confidential Talks with Husband and Wife .25

The Skin, its Troubles and their Treatment .100

Foot's Home Cyclopedia Popular Medical Social and Sexual Science .400

Hebner's Perpetual Health .200

Hebner's Dyspepsia and Constipation .200

Dutton's Indigestion, Constipation and Gout .150

Health's Minor Surgery and Bandaging .450

Andrew Wilson's What to do in Emergencies .20

Sister Grace's Home Nursing .20

Castle's Physical Efficiency .250

Stiepel's Alliance of Women and Girls .150

Ditch's Food and Digestion in Health and Disease .150



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**

JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
84, QUEEN'S ROAD CENTRAL.

**TYPEWRITERS! TYPEWRITERS!!**

Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

**BI CYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE.  
THE DRAGON CYCLE CO.,  
11, D'Aguiar Street.

Hongkong, February 18, 1907.

**Holloway's**  
PILLS & OINTMENT

Should be in every Home.

**The Pills & The Ointment**  
CURE INDIGESTION, BILIOUSNESS, HEADACHE, CONSTIPATION, FLATULENCE, DIZZINESS, &c.  
CURES SPRAINS, WOUNDS, SORES, SKIN ERUPTIONS, AND COMPLAINTS OF THE CHEST AND THROAT.

RECOMMENDED AND  
USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

**THERE IS NO DOUBT  
THAT**

where Eno's 'Fruit Salt' has been taken in the earliest stages  
of a disease it has in innumerable instances prevented a serious  
illness. The effect of

**ENO'S 'FRUIT SALT'**

when any bloodless, sleepless, or feverish condition is simply  
marvellous and unsurpassed. In fact it

**IS  
NATURE'S OWN REMEDY**

CAUTION.—Examine the wrapper and see that it is marked 'ENO'S 'FRUIT SALT'.'  
Prepared only by J. C. ENO, Ltd., FRUIT SALT WORKS, LONDON, E.C.4.  
Solely by J. C. ENO'S Patent.  
Sold by Chemists and Stores everywhere.

**DINNEFORD'S**

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Biliary Affections.

**DINNEFORD'S  
MAGNESIA**

The Physician's  
Cure for Gout,  
Rheumatic Gout,  
and Gravel.  
Safe and most  
Effective Agent  
for  
Regular Use.

**WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
KNIFE BOARDS  
PREVENTS FRICITION IN CLEANING  
INJURY TO THE KNIVES  
JOHN OAKLEY & SONS  
BLACK LEAD MILLS, LONDON.  
JOHN OAKLEY & SONS' Limited, "Wellington" Mills, London.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**

(MITSU BISHI CO.)

**COAL DEPARTMENT**  
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'  
Which applies to all Branch Offices.

All Letters Addressed to:  
MANAGER, MITSU BISHI CO.,  
with name of place under.

BRANCH OFFICES:—  
NAGASAKI, MOI, KORE, KANAGAWA,  
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—  
YOKOHAMA: M. ARADA, Esq.  
OHKAWA: Messrs GRABING & Co  
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,  
Ochi, Shinowa, Namazuta and Kan-  
Yamada Collieries and also Hito Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzen Coal.  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals—produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PRINCE STREET.  
Hongkong, April 25, 1906.

**THE BOWLING CLUB, LIMITED.**

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY MEETING of the  
BOWLING CLUB, LIMITED, will be  
held at the Club House No. 2, Wynd-  
ham Street, on WEDNESDAY, the 14th  
day of August, 1907, at 5.30 o'clock in the  
afternoon, when an arrangement will be  
submitted for the approval of the Share-  
holders for the purpose of effecting a  
transfer of the business and property of  
the Company under Section 207 of the  
Companies Ordinance 1885 and a resolution  
to adopt the arrangement will be proposed  
accordingly.

The following are the terms of the  
arrangement:—  
The Liquidator of the Company shall  
transfer to a new Company to be called the  
PHEENIX CLUB, LTD., the whole of  
their good-will, stock-in-trade and assets.  
The purchase price shall be \$2,700,000 pay-  
able wholly in fully paid-up shares of the  
new company to be distributed among the  
Debiture-holders and Shareholders of the  
old Company by its Liquidator.  
In the event of the said resolution being  
carried the following further resolution will  
be proposed:—  
That the Company be wound-up volun-  
tarily under the provisions of the Com-  
panies Ordinance 1885 and that Messrs  
GRAVILL JORDAN be hereby appointed  
Liquidator for the purposes of such winding  
up with power to enter into the proposed  
arrangement for the transfer of the business  
and property of the Company.

In the event of the above resolutions  
being duly passed, they will be submitted  
for confirmation as special resolutions at a  
subsequent Meeting of which notice will be  
given.

Dated this 5th day of August, 1907.  
By Order of the Committee,  
ERNEST GRANVILLE JORDAN,  
Secretary.

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**

NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING of the SHAREHOLDERS in  
this Corporation will be held at the CITY  
HALL, Hongkong, on SATURDAY, the  
17th day of August, 1907, at Noon, for  
the purpose of receiving the Report of the  
Court of Directors together with a State-  
ment of Accounts to the 31st day of Aug-  
ust, 1907, (both days inclusive), during which  
period no Transfer of Shares can be re-  
gistered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**

NOTICE IS HEREBY GIVEN that the  
REGISTER OF SHARES of the  
Corporation will be CLOSED from TUES-  
DAY the 6th to the 17th day of Aug-  
ust, 1907, (both days inclusive), during which  
period no Transfer of Shares can be re-  
gistered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**

NOTICE TO SHAREHOLDERS.  
THE ORDINARY HALF-YEARLY  
MEETING of SHAREHOLDERS  
will be held in the Offices of the Company,  
Queen's Buildings, Cornhill Road, on  
MONDAY, 19th August, at 12 o'clock  
Noon, for the purpose of receiving the  
Report of the Directors and the Statement  
of Accounts to the 30th June, 1907.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 5th to the  
19th August, both days inclusive.  
By Order of the Board of Directors,  
T. I. ROSE,  
Secretary.

Hongkong, July 23, 1907.

**W. G. HUMPHREYS & CO.**  
BANK BUILDINGS,  
Hongkong, May 13, 1906.

**"CULTIVATE THE CHINAMAN."**

"Australia," if she is wise, will cultivate  
the Chinaman," said Dr. Devan in the  
interview we published a day or two  
ago, writes the Sydney "Daily Telegraph."  
Superficially the advice is calculated to  
electrify the atmosphere in those Australian  
circles where the mere mention of anything  
Chinese excites pique and superior indig-  
nation—and where, it may be added, super-  
ficialities count most. Dr. Devan, however,  
means not that we should make a social  
acquaintance of the Chinaman, but  
that he should be cultivated as a  
customer. In that sense the Chinese  
will not be so objectionable, for however  
particular some people may be as to  
where they buy, when it comes to selling  
they are very tolerant, and in the matter of  
indifference as to whether it is the coloured  
man's money they get or the white man's  
absolutely cosmopolitan.

The violent White Australian who moves  
wheat and flour about the wharves would  
probably resent being told that he was  
working for the Chinese, but it is a fact, for  
Australia is doing an expansive trade  
in such commodities with China, and  
hence the doctor's remark.—To cultivate  
China commercially would be the best  
of good policy, especially in view of the  
trend of Chinese international relations.

The feeling with regard to the United  
States is increasingly unfavourable, owing  
to the exclusionist policy of that country  
toward the Chinese, and as America can  
scarcely alter its attitude the probability is  
that its China trade, which has been so  
profitable and such a substantial asset to  
the manufacturers, will fall off perhaps  
very heavily. For diplomatic reasons the  
Government might try to moderate any  
tendency of this sort, but the American  
boycott showed plain enough how small  
is the influence of authority in such  
matters. The five hundred solid Chi-  
nese merchants who met at Shanghai  
in May, 1905, after resolving to "refuse  
to purchase American goods, thus exhib-  
iting a quiet resistance" to the American  
immigration regulations, proceeded to tele-  
graph to the native chambers of commerce,  
"Please inform all merchants in your  
districts and beg their co-operation." And  
they co-operated so promptly and to such  
purpose that the boycott was at once in  
full blast. An Imperial edict forbidding  
the boycott went absolutely for naught.  
The Chinese are perfectly organised, and  
this movement found them ripe for con-  
certed action against the foreigner. Con-  
sequently the boycott continued, and  
probably is not entirely over yet. Its  
effects are still felt, at any rate, and as  
there are enormous possibilities in the  
Chinese market, Australia's proximity and  
its productivity in the commodities that  
are needed make its course clear.

But whether the Chinaman can be "cul-  
tivated," and if so, on what terms, are  
questions that will have to be considered.  
The time has been when foreign Govern-  
ments could send warships to the East to  
force open Japanese and Chinese ports, to  
seize territory, and take railway conces-  
sions. It is not so long, indeed, since  
Lord Charles Darnley affirmed on the  
strength of first-hand observation that  
China was breaking up, and that a  
difficulty of the future would be its  
partition among European Powers. The  
last few years have brought entirely differ-  
ent possibilities within sight, as Dr. Devan  
testifies, in the statement that "there  
is all the time growing up the Chinese  
national consciousness, and the Chinese  
are becoming patriotic." In other words,  
they are nationally finding themselves.  
"They are determined to take their own  
position in the world," said that un-  
ruffled judge, Sir Robert Hart, recently, "at  
last China is rousing herself to action. She  
will deal with foreign Powers according as  
the Powers have dealt with her." What  
is being done in furtherance of this aspira-  
tion is comparatively wonderful. The  
Chinese are building their own rail-  
ways, working their own mines and

(Continued on Page 3.)

**SANITARY BOARD OFFICE,  
HONGKONG.**

TO THE  
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS AND  
VENTILATION BYELAWS (as amend-  
ed), every Domestic Building or part of  
such building within the Eastern Division  
of the City of Victoria, and the Eastern  
Division of Kowloon, occupied by Members  
of more than one family must be CLEANED,  
ED AND LIMEWASHED THROUGHOUT  
by the Owner during the months of July  
and August.

N.B.—The word "throughout" used in  
this notice means that the houses should be  
limewashed in respect of all the Walls of  
each Room and Staircase, all outside parti-  
tions, Stair Cases and Stair Landings, all  
Ceilings and the Undersides of Roofs, both  
in Main Buildings, Offices and Servants'  
Quarters and in the case of Verandahs.  
The Backyard should have its Containing  
Walls Limewashed up to the level of the  
First Floor.

Carved, Painted or Polished Wood-work  
in good condition, however, need not be  
limewashed, but must be Cleaned.  
The Western Division of the City is  
bounded on the West by Gt. Street and  
Post Street. Key-lane is divided into the  
Eastern and Western Divisions by Robin-  
son Road and a straight line drawn from  
the North and thereof through the Yau-wai  
Service Reserve to the Northern bound-  
ary of Kowloon.

G. A. WOODCOCK,  
Secretary.

Dated this 1st day of August, 1907.

**A HISTORY OF UNION  
CHURCH.**

BY Rev. G. H. BONDFIELD and  
D. DYER BAIL, M.R.A.S.

Edited by Rev. C. E. HICKLING.

To be had at the "China Mail" Office,  
8, Queen's Road Central.

## Auctions.

**PUBLIC AUCTION.**

THE Undersigned has received instruc-  
tions to Sell by Public Auction,  
on

**FRIDAY and SATURDAY,**  
the 9th and 10th August, 1907, commencing  
each day at 2.30 p.m., at the  
HOTEL BAYMORE, Wyndham Street,  
(FOR ACCOUNT OF THE CONCERNED).

**THE WHOLE OF THE  
VALUABLE FURNITURE,**  
THEREIN CONTAINED,  
Comprising:—

Very Fine Carved Teak Sideboard  
with Bevelled Mirrors, Dinner Wash-  
basins, Tables, Leather Covered Dining  
Chairs, Electric Pans and Griddles,  
SINGLES and DOUBLE BRASS-MOUNTED  
BEDSTEADS, FINE TEAK WARDROBES with  
BEVELLED MIRRORS, MARBLE TOP WASH  
STANDS, TOILET SETS, LACE CURTAINS,  
LEATHER COVERED SEAT, CARPETS, RUGS,  
&c., &c.

Some Fine Carved Canton Black-  
woodware, JAPANESE SILK EMBROIDERED  
SCREENS and WALL HANGINGS, and CAN-  
DLES.

One Cottage Piano by 'Challen & Son.'  
One 'Nipper' by 'Nipper & Co.'

Terms:—As usual.  
Catalogues will be issued.  
On View from Thursday, the 8th August,  
1907.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, August 2, 1907.

**PUBLIC AUCTION.**

THE Undersigned has received instruc-  
tions to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
on

**THURSDAY,**  
the 15th August, 1907, at 11 a.m., at  
No. 1, RECLAMATION STREET, Yau-mai,

**ONE MARINE TRIPLE  
EXPANSION ENGINE**  
15 in. by 24 in. by 40 in.—27 Stroke—  
180 lbs. pressure. Built in 1903.

And  
**ONE THURST BLOOM AND SHAFT.**  
Terms:—As usual.

HUGHES & HUGHES,  
Auctioneers.

Hongkong, July 26, 1907.

**PRELIMINARY ANNOUNCEMENT.**

BY Order of the Executors of the late  
EDMUND SMITH, Esq., deceased.

**NOTICE TO CAPITALISTS AND  
INVESTORS.**

Sale of Valuable House Property at Low  
Reserve.

Offering Good Investments in a Good  
Locality.

**PUBLIC AUCTION**

A Large and VALUABLE LEASEHOLD  
PROPERTY situated at Victoria, in the  
Colony of Hongkong, and being parts of  
Inland Lots 670 and 747, which are  
situated between Nos. 1, 2, 3, 4,  
5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17,  
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**LANE,  
CRAWFORD  
& CO.**

FURNISHING DEPARTMENT

NOW ON VIEW  
**HIGH-CLASS-  
DINING ROOM  
DRAWING-  
AND EDROOM-  
FURNITURE.**

MATERIAL, WORKMAN-  
SHIP AND DESIGN  
UNSURPASSED.OUR FURNITURE IS  
UNIQUE.

Inspection Invited.  
Our Spacious Showrooms are  
well worth a Visit, where  
one can see

Artistic Cabinet Work

and  
Luxurious UpholsteryLane, Crawford & Co.  
Hongkong, July 31, 1907.**POWELL'S**

ARE NOW SHOWING

The  
Largest  
and Most  
Up-to-date

SELECTION OF

**Furnishing.****Fabrics**

IN THE EAST.

AGENTS:

LONDON: F. ASH, 11 & 12, Abchurch Lane, Lombard Street, E.C. 4. OLIVER, 55 & 57, Gracechurch St., E.C. 3. STREET, 55, Gracechurch St., E.C. 3. GORDON & GORDON, 15 St. Bride St., E.C. 4. BATES, STREY & CO., 31, Cannon Street, E.C. 4. WILKINSON & CO., 150, Fleet Street, E.C. 4. MITCHELL & CO., 20, Abchurch Lane, E.C. 4. J. H. KIRK & CO., 3, Whitefriars St., E.C. 4. LAYTON & CO., 11, 12 & 13, New Bridge St., E.C. 4. MITCHELL & CO., 22, Glasshouse St., E.C. 4.

PARIS AND EUROPE: MAYNARD, 18 Rue de la Grande Boucherie, Paris. The Rev. Dr. HARRIS, 18 Rue de la Grande Boucherie, Paris.

AUSLAND: TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney.

OCEAN: W. M. SMITH & CO., The Associated Press, London.

SINGAPORE, STRAITS, &c.: KELLY & CO., 11, 12 & 13, New Bridge St., E.C. 4.

PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.

ORIENT: OSMON, PATRICK & CO., Agents, 18 Abchurch Lane, E.C. 4. BROOKER & CO., 18 Abchurch Lane, E.C. 4. HARRIS & CO., 18 Abchurch Lane, E.C. 4.

THE CHINA MAIL, LTD., 11, Queen's Road Central.

**S. MOUTRIE & Co.,  
LIMITED.**

THE NEW MODEL  
**AERIOLO  
PIANO  
PLAYER**  
THE LATEST CREATION  
OF THE  
ORCHESTRELLER CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425  
FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano-forte Pieces, and Songs always in stock.

Tuning and Repairing a  
Speciality.

S. MOUTRIE &amp; Co., Ltd.

YORK BUILDINGS, CHATER ROAD.  
Hongkong, April 16, 1907.**A. S. WATSON  
& Co., Ltd.****AERATED-  
WATER**

MANUFACTURERS.

ESTABLISHED A.D. 1841.

Our Aerated Waters hold the premier position for excellence in the Far East. Made with the greatest care and with the finest materials procurable; they supply a pleasing variety for all palates.

Our Soda Water is the most wholesome daily beverage that can be taken.

Our Lemonade, Orange Champagne, Raspberryade, Lemon Squash, etc., possess the true flavour of the finest Fresh Fruits and are perfectly pure and wholesome.

We would draw special attention to Our Lime Fruit Champagne, which has the pleasant characteristics of the finest Lime Fruit.

Our Dry Ginger Ale is a beverage of delightful flavour and aroma.

Our Sarsaparilla is not only a delicious drink but a blood purifier as well.

Our Stone Ginger Beer since its introduction, has been steadily growing in popular favour.

We confidently state that no Aerated Water Factory in the World is more replete with up-to-date appliances, thus assuring the highest degree of purity and freedom from any form of contamination.

**A. S. WATSON & CO.,  
LIMITED,**Hongkong, China & Manila.  
Hongkong, July 27, 1907.**MEMOS FOR TO-MORROW.  
Auction.**

2.30 p.m.—Auction of Valuable Furniture, etc., at Hotel Baltimore, Wyndham St.

**General Memoranda.**

MONDAY, August 12:—

2.15 p.m.—Meeting of His Majesty's Justices of Peace at the Magistracy.

Goods for Police delivered after noon on this date subject to rent.

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## THE OBSERVATORY.

## Comments from Shanghai.

The letter from the Astronomer-Royal, Greenwich, dealing with the storm which wrought such disaster in the Colony on September 18 last has evoked a strong reply from the Siauwei Observatory.

The Astronomer-Royal announced that from the evidence submitted to him the storm was separate from one which the Siauwei Observatory had been observing for some days previously, and in consequence opined that it generated suddenly and could not have been foretold. Our Observatory was exonerated from culpability.

This the Siauwei authorities do not feel disposed to allow to pass unchallenged and in a letter published in a Shanghai paper, and republished locally, they trace from its inception what they declare to be the storm that overtook Hongkong. We yield to none in our admiration of the Siauwei Fathers, but at the same time we feel it is only right and just to our Observatory staff to point out that a misapprehension might arise from a perusal of the letter of the Siauwei Fathers.

It might be gathered from it that the Siauwei Observatory foretold the storm that struck Hongkong disastrously.

Such was not the case. Since the storm they have accumulated data which has convinced them that the storm is identical with one which they observed some days before September 18, but here we are prompted to revert to the reports issued at the period, leaving subsequent investigations out of reckoning. We do this in order to give our Observatory fair play, and because, as previously stated, the idea may gain ground that the storm was foretold. In their letter the Siauwei Fathers point out that they did not warn Hongkong of the storm because Hongkong did not want the warning. On that point enough has already been said and now the cause of the friction has departed we trust the last has been heard of it—but the charts issued by the Siauwei Fathers on the 15th, 16th, 17th and 18th of September are worth studying in view of their letter.

On September 15 Siauwei reported under the heading of "Depressions": "A new centre is signalled advancing towards Formosa from the south of the Molucca Sima group; it does not yet give signs of violence, but may bring rough weather in the Formosa Channel and North of Formosa." (The Chart showed two rings round Formosa.)

On September 16 the report said: "The centre in the South is nearly stationary at Formosa." (The Chart showed one small ring close round Formosa.)

On September 17 the report said regarding this depression: "The one reported at Formosa fills up gradually." (The Chart shows no rings at Formosa, meaning that the depression is no longer important.)

On September 18 the report says: "A very violent storm of quite limited area raged in Hongkong on Tuesday morning." (The Chart showed no marks.)

It is fair to point out that on the 17th the Siauwei Observatory did not mention in their report issued at Shanghai that the depression had moved from Formosa. They said it was "filling up" gradually, meaning it was gradually dissipating. Were there a movement in any direction it would surely have been noted, just as the daily movement of a northern depression at the same period was noted.

At all events it is time this question was dropped. The storm happened nearly a year ago, and any more about it is not likely to improve matters. We all know there was room for improvement in Hongkong, but now that there is no reason for a continuance of friction we trust that matters will proceed smoothly and that our Observatory and those of Shanghai and Manila will labour hard in hand to forward the great work they are capable of doing in the interests of humanity. Co-operation is necessary, and co-operation will, we feel sure, be effected.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 7th at 5.00 p.m.—Orders issued to make No. 1 Night Signal indicates a typhoon distant from Colony more than 300 miles.

On the 8th at 5.15 a.m.—Orders issued to hoist Red Cone point downwards and Drum (indicates a typhoon S.E. of Colony distant more than 300 miles).

At 10.40 a.m.—Orders issued to hoist the Black Cone point downwards (indicates a typhoon South of Colony within 300 miles). At 11.35 a.m.—The barometer has fallen moderately to slightly over the S. coast of China and Formosa respectively.

The depression has probably become deeper. It appears to be situated to the S. E. of Hongkong, about 18° Lat., and is moving towards W. N. W. Pressure has given way over Japan, but remains high over the Pacific to the E. of the Loochees.

Fresh E. to S. E. winds are likely to prevail in the Formosa Channel, and strong cyclonic winds to gales over the N. part of the China Sea.

Hongkong: rain-fall for the 24 hours ending at 10 a.m. to-day 0.1 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. E. to E. winds, strong, possibly a gale, squally showery.

2.—Formosa Channel: E. to S. E. winds, fresh.

3.—South coast of China between Hongkong and Loochees: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: N. winds, strong.

## NOT A DOUBTFUL QUESTION.

THERE is no doubt in the minds of those who have used Chamberlain's Colic, Cholera and Diarrhoea Remedy that it is a sure cure for a colic, or a cholera, or a diarrhoea, or a dysentery, it affords immediate relief. For sale by all chemists and stockholders.

## A GLIMPSE OF SALINA CRUZ.

## [WRITTEN FOR THE CHINA MAIL.]

This place, so much spoken of lately, is situated on the Pacific Coast of Mexico, in the state of Oaxaca, near the historical Isthmus of Tehuantepec. It is due to the principal stations of the seven proposed railroad lines, which will connect the chief commercial centres of the United States with the most important cities of Mexico. Owing to its favourable geographical position it will be much frequented by steamers from Honolulu, Japan and China.

The Mexican government have not spared money in making the necessary improvements. Already seventy millions of dollars have been spent in that place and in Coatzacoalcas, a port on the opposite coast. The colossal works have been entrusted to the well-known firm of engineers, Messrs S. Pearson and Son, and Chinese are being engaged for rough labour. We must not forget that but for the untiring Chinese the famous Great Western Pacific Railway could not have been constructed so cheaply.

Last winter Porfirio Diaz, the president of the republic, went to Salina Cruz to inaugurate the opening of that branch of railway. They have built a fine breakwater and dredgers are working day and night to deepen the harbour, which has now a depth of forty feet. Big waves continuously strike against the salient portions of the bay, although the sea looks calm. The sea there, like in most regions of the Pacific, is infested with sharks.

Quite recently, a sailor belonging to a steamer of the United States was bathing at Salina Cruz and was attacked by these voracious animals. He managed to escape, but lost one arm and one foot. In that harbour there are no boats for hire; those who wish to go ashore must depend on the boat of their steamer or of some private company established in that locality. No one is allowed to land unless he can prove that he has been recently vaccinated. The medical inspection of the immigrants is very strict.

We experienced at Salina Cruz great heat during the day, but there was a fresh breeze in the evening. We felt one evening a slight shock of earthquake. Some residents told us afterwards that they also felt it, and they are so accustomed to it, that they did not pay much attention. We were informed that shocks occur more frequently in certain Northern States. We saw in the harbour British, American, Mexican and Japanese steamers. Reckoning according to nationality, those of Great Britain were more numerous.

During our stay there, a fatal accident happened to the Chief Officer of the S. S. Suisan, Mr. Thomas Evans, who accidentally fell into one of the hold of his steamer and was instantly killed. He was a very kind-hearted man and had a large number of friends. All who knew him deeply deplore his untimely death.

The little town of Salina Cruz lies on a sandy plain surrounded by a sandy hill in which only shrubs grow. It was formerly known as La Ventosa (the windy site), but the name was subsequently changed for the one it now bears, and which to us seems as ugly as the old one. Why not name it after some national worthy, as they have elsewhere commemorated in that way, the names of Junco and Diaz?

Less than a decade ago Salina Cruz was a desert. It now contains seven thousand inhabitants from various parts of the world. A hotel which we visited was crowded with citizens of the United States.

A light-house on the hill serves to show the entrance to the harbour at night. The town is supplied with potable water which is conveyed into a reservoir by pipes from far away. There is also a meteorological station not yet ready for observation. Vast warehouses are being erected. A small British hospital is attached to the harbour works, which were commenced only three years ago and are expected to be completed five years hence.

The Government have established a school at Salina Cruz. In that republic primary education is free and compulsory. Even the higher and professional schools are free, being supported by the Government.

The Mexicans are a chivalrous race; foreigners are treated in their land most courteously. Salina Cruz has no attractions, save for those who go there on business. From Salina Cruz to the capital it takes two days, and half by rail. The voyage from Hongkong is very long and tedious. From the time of our departure from Japan, we did not see any land till we passed the coast of Mexico, nor did we see a steamer until we arrived at Salina Cruz.

The view of the chains of mountains of Mexico reminds us of the daring acts of bravery of the Spaniards and of the barbarities perpetrated at the conquest of Montezuma's empire.

Travellers who intend to visit that interesting country, will find it more comfortable to engage by a steamer of the Transatlantic line which regularly leave one of the following ports: Liverpool, Havre, Marseilles, Hamburg and Genoa.

The advantages of Salina Cruz to merchants that trade on the Atlantic side of America with Honolulu, are evident. There is not yet direct railway communication between New York and Mexico; notwithstanding, New York steamers from Honolulu go to Salina Cruz to unload cargoes chiefly of sugar cane, in preference to losing one month by rounding Cape Horn in order to proceed to New York.

The goods of Salina Cruz are transported by rail to a certain point and from there to New York by steamers. The whole transit is done in nine days, the precise time that the mentioned Transatlantic liners take to reach New York.

The prospect of the future development of that republic is thus described by Mr. Bernardo Mallon in his pamphlet, "Mexico yesterday and to-day, 1876-1904."

"Notwithstanding the opening of the Panama Canal, a work that is demanded by the civilization and advancement of humanity, the Isthmus of Tehuantepec will always afford the most rapid and direct route between the countries of Asia and the United States, Canada and Western Europe. Panama, and Colon, the two terminals of the canal, are situated about 1,200 miles to the south of Salina Cruz and Coatzacoalcas, respectively. Ships will have to travel that distance twice over, 2,400 miles, to reach the north again and proceed to their destination, in fact that will give the Isthmus of Tehuantepec great advantages over the canal, as eight or ten days of steam navigation imply a heavy expense in time, fuel, salaries, etc. Manzanillo is situated 598 miles still further north than Tehuantepec and is, therefore, more centrally situated in the direct route between those distant continents."

Further on the same writer stated:—"A network of railroads has been constructed that up to the present date aggregate 16,000 kilometres, placing Mexico in a second place amongst American nations in railroads mileage. The country is improving its ports, making them both secure and ample, as counselled by science and demanded by the commercial relations which it maintains with all other nations of the world. Its extensive coast lines on the Pacific and Atlantic are being equipped with numerous light houses, buoys and beacons to guide the navigator and protect him against dangers; astronomical observatories and meteorological and thermo-pluviometric stations are being erected in the different cities and regions of its territory. Truly, modern Mexico is one of the most progressive nations."

A GLOBETROTTER.

## SPORTING.

## Water Polo.

Two matches in the Hongkong Water Polo Shield Competition were played yesterday afternoon at the V. R. C.

The Royal Hongkong Yacht Club beat the Royal Engineers "A" team by six goals to nil, and the V. R. C. "A" defeated the V. R. C. "B" by five goals to nil.

To-morrow evening at 5.30 the Corinthian Yacht Club meet the 57th Company, R. G. A. A good game is expected.

## HONGKONG AND WHAMPOA DOCK CO.

The following is the Report of the Board of Directors of the Hongkong & Whampoa Dock Company, Limited, to the Ordinary Half-yearly Meeting of Shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on Monday, August 19, at 12 noon:

GENTLEMEN,—The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 30th June, 1907. The net profit for the six months, after paying interest due and all charges, amounts to \$401,983.82, to which has to be added the balance brought forward from last account, \$409,933.74—Total \$811,917.56—Total \$10,750,000—leaving available for appropriation \$956,580.65.

The Directors recommend that a Dividend for the half-year of 8 per cent, or \$200,000.00 be paid to Shareholders, plus \$100,000.00 to a special account and carry the balance \$496,580.65 to the new account.

During the past six months, twelve cargo lighters, one steam water-bus and four steamers were mentioned in the last report have been finished and handed over to their respective owners after satisfactory trials, and one steel steam launch for the Q. M. Department, U.S.A., was delivered in Manila.

We have orders in hand for a number of new vessels comprising one steel tugboat for Engineer Corps, U.S.A., Manila, one steel tugboat and one steam cargo lighter for Bangkok, three steel launches for Manila similar to the one finished last half-year, one wood fire-boat for the local Government and two wood tugboats, one for Singapore and one for Hongkong Harbour. We are also building a Tow Boat to replace the Robert Cocke.

The dredger Canton River, was not employed during the past six months but has been on charter to Messrs Butterfield and Swire since the last inst.

The net returns from Aberdeen Docks have been greatly reduced through the expenditure of \$2517 on repairs to the two dock caissons largely due to severe straining during the typhoon last September, most of the typhoon damage to our three establishments has been made good and paid for out of working expenses.

A contract has been made for the lengthening of No. 1 Dock, and the work is now in progress under the supervision of the Company's staff.

No extensions to buildings have been made and but few tools have been added to our plant during the half year under review. Our Directors, however, have decided to proceed at once with an extension to the Kowloon boiler shop and install several new machines to other departments.

H. P. WITTE, Chairman.

Hongkong, 6th August, 1907.

## SCOTTISH LETTER.

## (From Our Correspondent.)

Edinburgh, July 12.

Edinburgh is at present in fête on the occasion of a visit of the Prince and Princess of Wales. His Royal Highness has come to Scotland in order to be present at the annual Show of the Highland and Agricultural Society, this year held in the neighbourhood of the Capital. The economies in connection with the visit are of a semi-state character, and only touch the Southern suburbs, still the whole City is taking holiday, and the streets are richly decorated.

The Highland and Agricultural Society is one of the largest and most powerful organisations in the North. Originally it was intended to stimulate the development of the Highlands and Islands, but of late years it has taken the whole country under its care from the Clachers to the Solway Firth. In most European countries, agriculture is carefully nurtured by the State; in Scotland, it receives no assistance from the Government and little encouragement. Not a single penny comes from the Treasury, and the Society steps in and does the work without fee. Large sums have been spent on experiments as to the feeding of stock and the manuring of land, fruit growing, butter making, crossing potatoes, afforestation, and so forth. The "Highland," therefore—as it is generally called—deserves all the patronage that Royalty can give in the good-work it is doing to the community at large and to agriculture in particular.

Their Royal Highnesses are the guests of the Duke and Duchess of Buccleuch at Dalkeith Palace. The Royal family no longer make the ancient pile of Holyrood their home when they come to Scotland. They may use it for the purposes of a breakfast or a lunch between trains, but that is all. Some people gibe at the neglect of the historic Palace, but perhaps it is for the best. Latter time ceremonies would be out of place within its walls. Its real life lies in the past; it is a place of memories; even we who see it from day to day cannot think of it except as belonging to the bygone centuries. Its last associations for us are connected with Mary Queen of Scots, or of Prince Charlie when he held his Court before the ill-fated march to Derby and the ruin of the Stuart cause.

Dalkeith Palace, however, is no unfitting guest house. It is one of the stately homes in the Lothians, and it can lodge a Prince and his Court with all fitting dignity. It has about it, too, a flavour of the time when men walked with swords over their sides and built their houses to serve as a fortress in time of need. Some parts of the Palace walls are still fifteen feet thick; and do not the Scots of Buccleuch possess not one, but two ghosts, and these no less personages than the Duke of Monmouth and the Regent Morton?

Advantage was taken of the presence of Their Royal Highnesses to lay the foundation-stone of a Scottish National School of Art with all due formality. It is expected that when completed this school will restore Edinburgh's threatened prestige as the great art centre for Scotland. The title of Scottish art students, which at present sets towards Paris and Belgium, will undoubtedly be checked, and in its turn it is expected that the college will attract students from all parts to take advantage of its teaching.

At first there was a menace of an awkward incident. It seemed likely that the Prince and Princess were to be reminded of the offence which the War Office has committed against national feeling by the removal of all equality from Scotland. For the first time in history, the Heir Apparent and his consort in a state procession were to be accompanied only by mounted police—a highly unsightly body, but not adapted for occasions of pomp. Happily, Edinburgh and Scotland have been spared this reminder of the aberrations of Mr. Haldane and his colleagues. A squadron of Scots Greys was intercepted on its way from the Perthshire manoeuvres to make "positively their last appearance" on the stage in Aid Rookie.

Holyrood Palace, however, will not be altogether left out in the present "Royal Week." The Royal Scottish Archers, the King's Bodyguard for Scotland, will this evening entertain the Prince of Wales within the great Banqueting Hall. The Archers date back to 1678, and at the present time it is perhaps the most exclusive Society corps in the kingdom. Its every member is a nobleman or gentleman of birth and standing, and there is the keenest rivalry for admission to its ranks. On the occasion of a Royal visit, by ancient custom they present the Sovereign with three barbed arrows. They have a quaint and picturesque uniform of Lincoln green, and they are, of course, armed with the medieval bow.

An action for divorce has been "called" before Lord Macdonald in the Court of Session, Edinburgh, by the Countess of Roslyn against her husband, the Earl of Roslyn, who is described as of Dysart in the County of Fife and Roslin in Midlothian, and presently residing at 8 Rue Picot, Bois de Boulogne, Paris. Lord Roslyn is a brother of the Duchess of Sutherland, and a half-brother of the Countess of Warwick. In his time

he has played many parts. In the House of Lords he once moved the Address in reply to the speech from the Throne, and he has tried to make his living with indifferent success as an actor upon the stage. The present is not the first occasion on which he has appeared in the Scottish Divorce Courts. His first wife was the younger daughter of Mr. Robert de Grey, Viscount of Fairfield, Yorkshire. After a married life of seven years, she left him and set up a separate establishment. During this time, the young nobleman was living most extravagantly, rapidly throwing away his hereditary property. He was spending £25,000 a year. At home racing and at cards he lost heavily. When the estates came to him from his father, they were encumbered to the extent of £20,000. Within eight years, he increased the indebtedness to £140,000. At one time he owned the late Sir Lewis, the millionaire moneylender, £145,000. At the end of the first ten years he was in the Bankruptcy Court, with liabilities, including the money-lenders' accounts, of £145,000. His father-in-law, Mr. Vynor, paid some of his debts, and provided funds which ultimately allowed a composition of 14s. in the £ to the approved creditors. Lord Roslyn obtained a dissolution of marriage against his wife in 1902 on the ground of desertion—this being a good cause for divorce according to the law of Scotland. Since then, this lady has married Mr. Charles Jarrow, a mining magnate.

In 1905, the Earl married the pursuer in the present action, who is a daughter of Mr. George Robinson of Minneapolis—She was an actress, and scored a great success in "The Undercurrent," one of Mr. Garton's plays.

## THE IRISH AND LORD CROMER.

## Comments in the Commons.

London, July 31.

Sir Henry Campbell-Bannerman proposed the grant of £50,000 to Lord Cromer, in the House of Commons, and Mr. Balfour seconded. Both spoke in highly eulogistic terms of Lord Cromer's services.

Mr. William Redmond, leader of the Irish Nationalist party, in opposing the grant, declared that Lord Cromer was entitled to this unprecedented and enormous sum. The grant was inconsistent with the principles of the Liberal party in view of the prevalent distress. Lord Cromer had benefited Egyptian finance, which therefore, should bear the cost. Lord Cromer, he proceeded to say, was being rewarded for the false and fraudulent action of making of Egypt a British province. (Cries of "Shame.")

Mr. Redmond, continuing, said there had been no more savage or more ruthless mismanagement of justice, since the Damshawi incident, and that not a farthing should be voted till at least one victim had been released.

Mr. T. M. Keefe (Nationalist M. P. for East Tyrone) described the proposed grant as a donation to a despot, for Colonel Vassalli, he said, the Governor-General, was the greatest problem of the day, and to provide him with salaries to officials and grants like the one under discussion.

Sir Edward Grey admitted that such grants were rare, but they were not rare in Lord Cromer's service to the State. He challenged sharply Mr. Redmond's version of the Damshawi affair. Lord Cromer, like himself, considered that the judges had shown every desire to secure justice. It was not a time to review sentences.

It was impossible to measure Lord Cromer's services in cash. His expenses exceeded his salary, and the Government preferred, instead of giving him an Ambassador's pension, to grant him a lump-sum as a special recognition of his very special services.

All the newspapers, including "The Tribune," "The Daily Chronicle," and the "Daily News," join in extolling Lord Cromer's work. They say that his meritorious services are amply deserving of this mark of public gratitude.

## A KOREAN PLOT.

## Arrest of Nobles.

A Tokyo dispatch states that a band of ruffians, in concert with a number of men belonging to the Imperial Guards, who ascended during the recent disturbance in Seoul, have planned to destroy the railway bridge between Seoul and Yoyohi, in order to prevent the ex-Emperor from being carried away to Japan. The railway-line on this section is being strongly guarded by troops and gendarmes. The district along the railway from the south of Yoyohi down to Fusan is very quiet, and there is no need of guarding the track.

A Seoul message states that during the reign of the ex-Emperor, he used a common Japanese robe of the Jumei Hall in the Palace, connected by a verandah, for a sitting room as well as office, and Ministers of State and veteran statesmen used to go there for Cabinet Councils. The now Emperor separated the sitting-room and furnished the room of the Jumei Hall in the Palace with European style in the Jumei Hall has been established as his office, where he is attending to political affairs daily. Thus a strict distinction has been made between the Imperial Court and the Government.

The Korean Police Bureau issued warrants for the arrest of the Duke of In Li-hai, the President of the Daijishi and formerly the President of the Supreme Court, and about 30 other nobles, on a charge of being concerned in the recent disturbances in Seoul, all except In Li-hai, who is suffering from cancer of the stomach, have been secured. Strong evidence is in the hands of the police to show that In Li-hai was directing the disturbance when the residence of the Premier was burnt down by the rioters.

A reinforcement of two companies of Japanese troops for the defence of Gensu landed on the night of the 28th instant.

An action for divorce has been "called" before Lord Macdonald in the Court of Session, Edinburgh, by the Countess of Roslyn against her husband, the Earl of Roslyn, who is described as of Dysart in the County of Fife and Roslin in Midlothian, and presently residing at 8 Rue Picot, Bois de Boulogne, Paris. Lord Roslyn is a brother of the Duchess of Sutherland, and a half-brother of the Countess of Warwick. In his time

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## SHIPPING RINGS.

## Comments from Singapore.

The Singapore Chamber of Commerce having been asked by the Colonial Office to report on the subject of conferences, or shipping rings, a report was prepared. On the question: "Have combinations of, or co-operations by Shipping Companies been productive of any beneficial results to British or Colonial trade during recent years by securing stability of rates or in any other way?" the Hon. Mr. John Anderson differed from the rest of the committee and he submitted a rider giving his reasons.

His answer to the question is that, "The operations of combinations or co-operations by Shipping Companies have not been productive of beneficial results to British or Colonial trade."

Mr. Anderson continues:—On the points advanced by my colleagues in support of their reply to the question I would remark as follows:—

(a) Their reply would seem to suggest or imply that the supply of Conference tonnage is so regular and sufficient that the merchant shipper can obtain freight earnings by the steamers of the Conference as and when he requires it. This however in practice is not the case.

Under the regime of the Conference there certainly have been and are occasions when merchant shippers are helplessly placed at inconvenience and loss by inability to get their cargo shipped away within the time limit they have contracted for when selling it "forward." Disappointments to the merchant shipper in his fulfilment of his contracts for what are known as "time bargain" shipments, with no remedy whatever from the Steamship Company to the merchant shipper, are not infrequent—and for this the merchant shipper is powerless as to remedy or compensation. He has to take and accept exactly what the Conference chooses to give him, and is compelled to accept whatever time conditions suit the carrying Steamship Co. If these suit the shipper good and well; if they do not then the shipper is helpless and without remedy.

(b) Any better, faster and more regular shipping opportunities than now exist are not due to the creation of the Conference, but have been the progressive outcome of a natural process of evolution in which improvement in design, construction and speed of carriers has been universal, just as the "tramp" steamer of to-day—best with competition—has in the same respects relatively been improved as compared with a type of "tramp" steamer of earlier years. The Steamship Companies constituting the Conference have not equipped themselves with larger and better steamers "because of or as a result of the Conference," these have been necessitated by the progression of science and requirements of all the world over compelling the introduction of higher standards.

If the Conference had not come into creation the class and design of steamers that served this trade would have had to improve with the tide of the times just as they have done. If the argument that these improvements are, because of the Conference combination is to be carried to its logical conclusion, then it should almost follow that if the Conference be now extinguished we should have to revert to steamship carriers of the old order or class. (c) In my opinion the suggestion that a "speculative element" in freights existed in times prior to the creation of the Conference, has no greater bearing on this question in favour of the Conference than would a reference to the speculative element in the buying or selling process of the supply of and demand for the produce of these parties. That is all in the nature of trade, and so also were the rises or falls in freights prior to the creation of the Conference when these were dependent on the natural and automatic law of supply and demand.

If unforeseen or unexpected jumps in freight rates are to be reckoned as a "speculative factor" of disadvantage to our trade, then various sudden and unexpected advances in freight rates arbitrarily imposed by the Conference by command from its head quarters in Europe—even against the judgment of local agents of conference steamships—may certainly be described as a "speculative element" in freights, introduced by the Conference. It is never in one month known for a certainty what Conference rates of freight may be for the next month, and there have been instances of such fluctuations in this respect.

One point I believe to be laid down with certainty as against the somewhat far-fetched suggestion that in pre-Conference times a "speculative element" in freight was a material consideration, and that is—that in the commercial history of Singapore no merchant or person has ever been known to come to grief by speculation in freight rates. In the full sense of the expression, the introduction of the term or the argument is not in my opinion warranted.

In years prior to the creation of the Conference the trade of Singapore never for want of freight-room ceased to go on continuously and to increase.

(d) As to the suggestion of better return of cargo by reason of the existence of the Conference, this is not borne out by the experience of all Singapore merchants. It is perhaps a somewhat natural result that in huge modern carriers in which it is said that 2,000 or 3,000 tons of cargo are put into one compartment, tier upon tier superimposed in weight and pressure upon the other, certain cases of goods cannot have the same chance of favourable out-turn as would have been the case by a carrier of past times wherein the whole cargo divided throughout 8 or 4 holds would not have amounted to much more in the aggregate than 3,000 tons.

One result of the Conference certainly has been, repeating generally disregarded for or indifference to the representations and interests of local merchant shippers.

(e) On the suggestion that to the creation or operations of the Conference is due the superior financial facilities now extant in Singapore, I should think it is unnecessary to do more than point out that such a statement is a gross misstatement. Banking facilities now exist are due not to the existence of

## CINEMATOGRAPH PATHE.

## WEISMANN'S LARGE HALL.

(ENTRANCE: WYNDHAM STREET).

WILL BE IN

## LIFE AND PASSION OF

CHRIST

in 33 Tableaux.

EVERY NIGHT

also at

MATINEE

On SATURDAY, August 17th,

PERFORMANCES EVERY NIGHT,

including SUNDAYS.

Hongkong, July 17, 1907.

1187

working of a Shipping Combination, but to an expansion of the volume of trade, the increase in which has incited keen Banking competition. That this is the case is surely indicated by there being about nine Banks and Bank agencies actively engaged in the Straits to-day—as compared with four or so in pre-Conference times.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

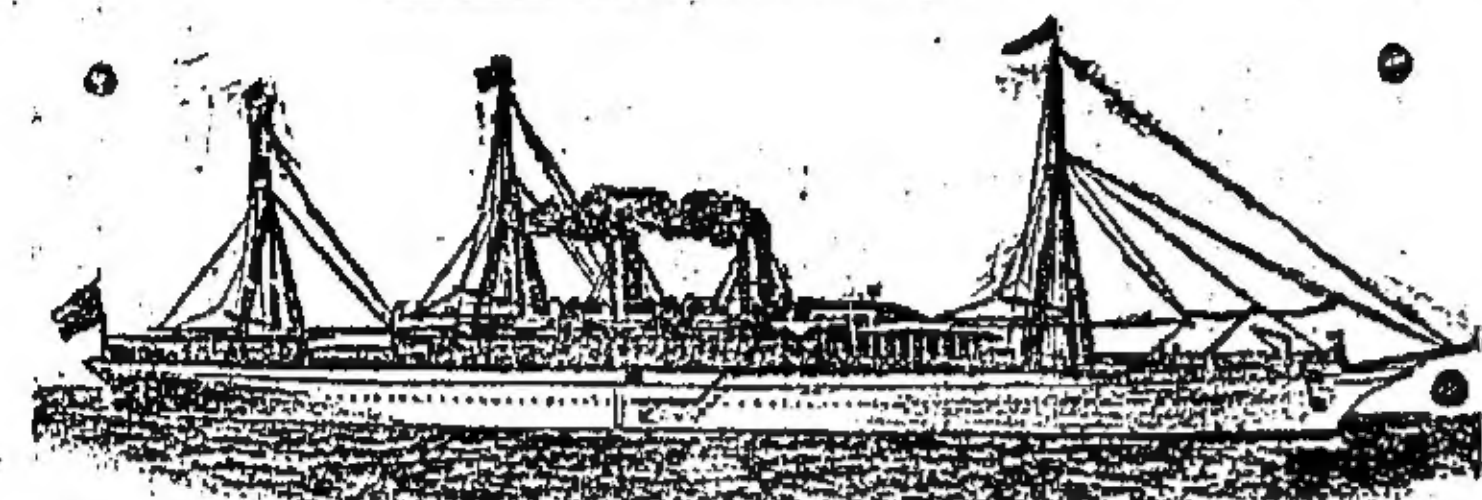
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, via USUAL PORTS	DELHI	Aug. 10th	See Special
MARSHALLS, LONDON	SIMLA	Aug. 14th	Freight and
AND ANTWERP	Capt. O.D. Goldsmith, R.N.R.	Aug. 14th	Passage.
SHANGHAI, MOJI, KOBE	NAMUR	Aug. 16th	Freight and
AND YOKOHAMA	Capt. H.W. KERRICK, R.N.R.	Aug. 16th	Passage.
SHANGHAI	MALTA	Aug. 22nd	Freight and
	Capt. R. A. PETER, R.N.R.	Aug. 22nd	Passage.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.	
MONTAGUE	6163 Tons WEDNESDAY, Aug. 14th, 1907, Sept. 7.
EMPIRE OF JAPAN	6000 Tons THURSDAY, Aug. 22nd, 1907, Sept. 18.
TARTAR	4425 Tons WEDNESDAY, Sept. 11th, 1907, Oct. 5.
EMPIRE OF CHINA	6000 Tons THURSDAY, Sept. 20th, 1907, Oct. 14.
ATERNIA	5852 Tons WEDNESDAY, Oct. 9th, 1907, Nov. 2.
EMPIRE OF INDIA	6000 Tons THURSDAY, Oct. 24th, 1907, Nov. 11.

\* 'EMPIRE' Steamers will depart from Hongkong at 4 p.m. Intermediate Steamers at 12 Noon.

THE Outermost route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Steamer, and at Quebec with the Company's new palatial 'EMPIRE' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence 230, via New York 262. Intermediate on Steamers, 240, 242, and 1st Class Railways.

R.M.S. MONTAGUE, TARTAR and ATERNIA carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

General Agents for China.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADO MARU, Tons 6227 Capt. Geo. Anderson.	WEDNESDAY, 21st Aug., at Daylight
VICTORIA, B.O., AND SEATTLE, via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	BINGO MARU, Tons 6247 Capt. F.L. Sumner.	WEDNESDAY, 4th Sept., at Daylight
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Tons 6388 Capt. K. Kawan, Tons 6388 TANGO MARU, Tons 6400 Capt. A.E. Moses, Tons 7493	TUESDAY, 20th Aug., at Daylight TUESDAY, 3rd Sept., at Daylight
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	NIKKO MARU, Tons 5539 KUMANO MARU, Tons 5076 WAKAMIYA MARU, Tons 4421	FRIDAY, 9th Aug., at Noon FRIDAY, 8th Sept., at Noon SATURDAY, 10th Aug., at Noon
KOBE AND YOKOHAMA.	IYO MARU, Tons 6320 Capt. W. Thompson.	FRIDAY, 9th Aug., at 4 p.m.
NAGASAKI, MOJI, KURE, IWA MARU, KOBE AND YOKOHAMA.	Capt. Trent, Tons 6309	TUESDAY, 13th Aug., at p.m.

† Cargo only. † Calling at Kure.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA.

28,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG  
And SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. ARNOLD, { On SATURDAY, 19th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Laundry, Telephone, &c.

† Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

† For convenience of countries cable passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

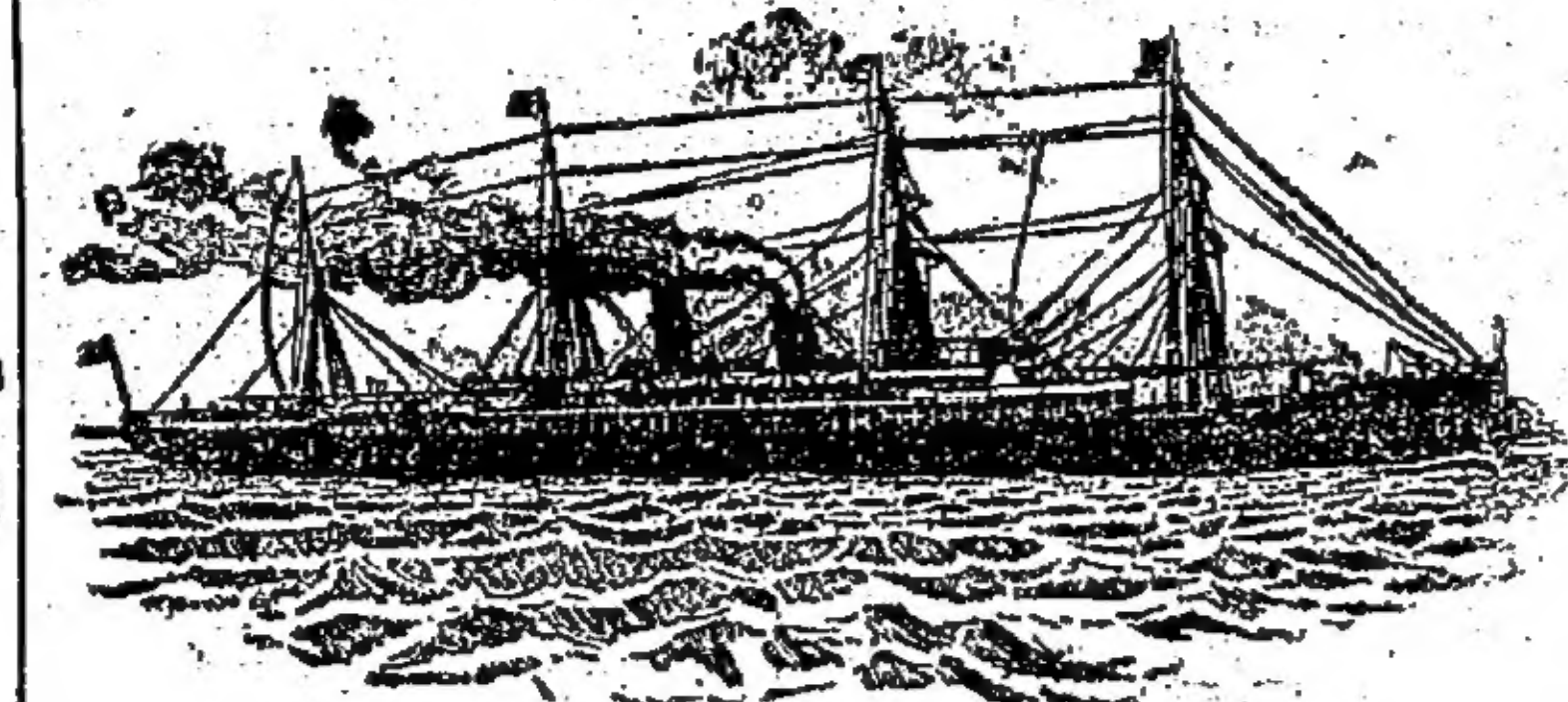
NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* KOREA.....18,000 Tons.....FRIDAY, 16th Aug., at Noon.	
* AMERICA MARU.....18,000 Tons.....SATURDAY, 24th Aug., at Noon.	
* SIBERIA.....18,000 Tons.....SATURDAY, 31st Aug., at Noon.	
* MANCHURIA.....27,000 Tons.....SATURDAY, 7th Sept., at Noon.	
* NIPPON MARU.....11,000 Tons.....SATURDAY, 14th Sept., at Noon.	
* ASIA.....9,000 Tons.....SATURDAY, 21st Sept., at Noon.	
* PERIA.....9,000 Tons.....TUESDAY, 1st Oct., at Noon.	
* HONGKONG MARU.....11,000 Tons.....FRIDAY, 11th Oct., at Noon.	
* Twin Screw.	

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1907; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1907; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1907, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1907; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 16th August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, to PORTLAND, OREGON, KENNESAW, MOSE, KOS and YOKOHAMA; FOR "C." J.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

ARABIA	CAPTAIN	TO SAIL ON
ARABIA.....4483	C. NEUMANN	Aug. 11, Daylight
ALESIA.....5167	JOHN ERNEST	Sept. 4, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all stations, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SWATOW & SHANGHAI	KASHING	Aug. 9, at 4 p.m.
SHANGHAI & CHINKIANG	ICHANG	Aug. 9, at 4 p.m.
TSINGTAU, CHEFOO & NEWCHANG	KWANG	Aug. 9, at 4 p.m.
SWATOW, AMOY & SHANGHAI	SHANG	Aug. 12, at 4 p.m.
MANILA	TAMING	Aug. 12, at 4 p.m.
JAVA	SHANTUNG	Aug. 13, at 4 p.m.
HAIPHONG	HUPHE	Aug. 14, at 4 p.m.
SWATOW, CHEFOO and TIENTSIN	HUCHOW	Aug. 14, at 4 p.m.
YOKOHAMA AND KOBE	THIAN	Aug. 16, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIWAN	Aug. 21, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. † Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amplitudes. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Saturday, Aug. 10.
ZAFIRO	2540	A. Fraser	Manila	Saturday, Aug. 17.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the MALABAR COAST.)

S.S. ABERLOUR.....23rd August, 1907.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SINGAPORE, PENANG, AND CALCUTTA	LAISANG	FRIDAY, Aug. 9, at 3 p.m.
* MANILA	XUENSANG	FRIDAY, Aug. 9, at 4 p.m.
* SHANGHAI	WINGSANG	SATURDAY, Aug. 10, at 5 p.m.
* SHANGHAI	OHOSANG	TUESDAY, Aug. 13, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class Single	\$ 65	Return	\$ 100
Penang	85		130
Calcutta	165		260

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Cebu, Manila, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH HAMPTON, ANTWERP AND HAMBURG	ZIETEN	WEDNESDAY, 14th August, at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ Eitel FRIEDRICH	WEDNESDAY, 14th August, at Noon
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ WALDEMAR	THURSDAY, 15th August, at Noon
YOKOHAMA AND KOBE	PRINZ SIGISMUND	FRIDAY, 23rd August, at Noon
KUDAT AND SANDAKAN	BORNEO	SATURDAY, 31st August, at 0 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS &amp; CO., General Agents, Hongkong &amp; China.

759

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOSHOW.

THE Company's Steamship HAICHING, Captain A. E. HOBSON, will be despatched for the above ports on FRIDAY, the 9th inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS, LAIRDAKE & Co., General Managers, Hongkong, August 6, 1907. 1279

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship TUDOR PRINCE, Captain McDONALD, will be despatched for the above port on or about THURSDAY, the 16th August.

For Freight, apply to ARNOLD, KARBURG &amp; CO., Agents, Hongkong, July 22, 1907. 1188

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLOO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship GLENFARG, 2500 tons, will be despatched for Callao Iquique, via Japan Ports (Kobe and Yokohama), Middle of August, 1907. Passengers only.

Steamers Tons To SAIL

KASATO MARU, 6100 Tons of Sept. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Rongkong, April 15, 1907. 681

## SOUTH AFRICAN LINE OF STEAMERS.

## FOR DURBAN.

THE Steamship HELIOPOLIS, Captain MARIN, will be despatched as above on or about TUESDAY, the 20th August.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, July 25, 1907. 1311

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. Proposed SAILINGS FROM HONGKONG.

STEAMERS TO SAIL, 1907

NOR NEW YORK

SATSUMA.....27th September.

FOR BOSTON & NEW YORK

GHAEZE.....14th September.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents, Hongkong, August 3, 1907. 1274

## FOR VLADIVOSTOK.

THE Steamship VINE BRANCH, will be despatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents, Hongkong, August 3, 1907. 1274

## Shipping.

## NAVIGAZIONE GENERALE ITALIANA, (FLORENCE &amp; RUBENSTEIN UNITED COMPANY).

## STEAM FOR BOMBAY, via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa; also Venice and Trieste, all Mediterranean, Adriatic, Levantine, and South American Ports up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, America and Malaga.

## THE Steamship LEVANTO.

Captain GRAYSON, will be despatched as above on MONDAY, the 12th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CAULOWITZ & Co., Agents, Hongkong, August 7, 1907. 1280

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship JAPAN.

Captain J. G. OLFERT, will be despatched for the above Ports on TUESDAY, the 17th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents, Hongkong, August 7, 1907. 1287

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE AND BOMBAY DIRECT.

THE Company's fasted Steamship ISTOK, Captain TROIC, will be despatched as above on SUNDAY, the 18th inst.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, August 6, 1907. 1282

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, ROUEN, MEDAN, RANPAU AND BEAR SEA PORTS.

## THE Steamship SALAZIE.

Captain ADRIAN, will be despatched for MARSEILLES on TUESDAY, the 20th August, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line as Sydney-bound for Melbourne, via BOMBEY and Aden.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailing will be as follows:—

S.S. POLYMER.....Sept. 3, 1907.

S.S. TOURNAI.....Sept. 17, 1907.

S.S. ADELPHI.....Oct. 1, 1907.

S.S. NARA.....Oct. 15, 1907.

S.S. ERNEST SIMON.....Nov. 12, 1907.

G. DE CHAMPEAUX, Agent, Hongkong, August 7, 1907. 1289

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship EASTERN.

Captain McANULTY, will be despatched as above on SATURDAY, the 10th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, August 7, 1907. 1286

## THE COMMERCIAL LAW AFFORD, CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.







# DEGRADING THE KING'S UNIFORM.

Quite recently Viscount Thurston asked the War Secretary in the House of Commons whether, despite the order now in force, he was aware that objectionable performances were being given in certain music-halls which were calculated to bring the King's uniform into ridicule, and whether it was proposed to take any action in the matter. Mr. Haldane disclaimed all knowledge of such exhibitions, and the names of the reputed offenders were not disclosed for the reason, as he pointed out, that more mischief would be done by taking proceedings publicly than good by gain. This is all very well, but if the gentlemen who make merry with the soldier's uniform in this truculent fashion know that public proceedings will not be taken against them for reasons that are not tenable, they will simply regard the prohibition as a dead letter, and will flout it with impunity. Why should not the machinery of the law be put in force against them? Instead of doing harm it would work incalculable good, for it would be a public warning to all such contemners of the King's garb, that the majesty of the law is still powerful and that the offender will be punished with the fullest penalties, but the licenses of their establishments should be cancelled. This would quickly bring people of this class to their knees, says the "United Service Gazette."

## To-day's Advertisements

### WANTED.

By an Educated Young Woman with good references, POSITION AS GOVERNMENT SECRETARY.  
Apply to "A. A." Office, Hongkong, August 8, 1907.

### FOR SALE.

BULL, PUP, just imported, 7 months old, pure blood, excellent for breeding in London.  
Fodder, only \$105.  
Apply to MORGAN, PELLERIN HOUSE, Hongkong, August 8, 1907.

### PUBLIC AUCTION.

The Underigned has received instructions to sell by Public Auction, on WEDNESDAY, the 14th August, 1907, commencing at 2.30 p.m., at 15, NATHAN'S BUILDING, a QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising—

FINE BRASS BED, BRASS MOUNTED BEDSTEAD, LEAD WARDROBE WITH GLASS DOORS, MARBLE TOP WARDROBE, TOILET TABLE, TOILET CASE, ETC., ETC.  
TEAR MELODY BOX WITH MIRRORS, EXTENSION DINING TABLE, CUPBOARD, BREAKFAST ROOM GLASS AND CHINAWARE, ETC., ETC.  
Also CROWN BLACKWOOD BOOKCASES AND CHAIRS, HALL CHAIRS, JAPANESE LAMP, ETC., ETC.  
Apply to G. P. LAMBERT, Auctioneer, Hongkong, August 8, 1907.

### NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUVA, ADEN, COLOMBO, PENANG AND SINGAPORE.

### THE COMPANY'S Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

This Vessel brings cargo—  
From Venice ex *Hungaria*, transhipped at Trieste.  
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon, on the 15th August, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th August, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILKIE & Co., Agents.

Hongkong, August 8, 1907.

### NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAHORA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings cargo—  
From London, ex *ex India* and *Peria*.  
From ITALY, ex *ex*.  
From AUSTRALIA, ex *ex*.  
From CALCUTTA, ex *ex*.  
From PERSIAN GULF, ex *ex*.  
From B. & P.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 14th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, August 7, 1907.

## To-day's Advertisements

### IN THE SUPREME COURT OF HONGKONG.

#### PROBATE JURISDICTION.

In the Goods of ALEXANDER TILL, late of the Thatched House, Clerk, St. James Street, in the County of Middlesex, England, Marine Superintendent, deceased.

NOTICE IS HEREBY GIVEN that His Honour the Chief Justice has in pursuance of Section 18 of Ordinance No. 2 of 1897, made an Order limiting to the 31st day of August, 1907, as the time for Creditors to send in their Claims against the Estate of the above deceased, who died on the 11th day of February, 1907, at Victoria, in the Colony of Hongkong, and Probate of whose Will and two Codicils has been made in the Supreme Court of Hongkong, in the Probate Jurisdiction on the 15th day of July, 1907, by CHARLES WILLIAM MAY, Chief Accountant of the Hongkong and Shanghai Banking Corporation and on behalf of DARIN MALCOLM GARNETT the Syndic appointed by the Law Guarantee and Trust Society, Limited, one of the Executors appointed by the Will of the said Deceased.

NOTICE is also given that all such Claims are to be sent in in writing to the Underigned prior to the said 31st day of August, 1907, or no Notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Underigned.

Dated the 5th day of July, 1907.

JOHN S. STOKES & MASTER, Solicitors for the said Executors, 8, Des Voeux Road Central, Hongkong.

## SHIPPING.

### ARRIVALS.

August 8.

Hutchinson, British ship, 1,217, E. Forsyth, Tientsin Aug. 2, General—BUTTERFIELD & SWIRE.

Shanghai, British ship, 1,307, W. McTear, Shanghai Aug. 1, General—BUTTERFIELD & SWIRE.

Meifoo, Chinese steamer, 1,518, C. V. Frigate, Shanghai Aug. 4, General—C. M. S. N. Co.

Wakamatsu, Japanese ship, 1,945, Taido, K. & M. J. August 2, General—N. Y. K.

Vorwarts, Austrian steamer, 3,422, B. Bodense, Trieste June 27, at Singapore Aug. 1, General—SANDER, WILKIE & Co.

### DEPARTURES.

August 8.

Chonghai, for Bangkok, Nippon Yusen Kaisha.

Nippon Yusen Kaisha, for Hongkong, Standard, for Canton.

Chonghai, for Bangkok, Nippon Yusen Kaisha.

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Chonghai, for Bangkok, Nippon Yusen Kaisha.

## Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Shipping of midway between each shore are marked m, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.  
Section 2. From Gas Works to Jardine's Wharf.  
Section 3. From Jardine's Wharf to the Harbour Office.  
Section 4. From Harbour Master's to the Market.  
Section 5. From the Market to Poddar's Wharf.  
Section 6. From Poddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Building.  
Section 8. From Blue Building to East Point.  
Section 9. From East Point to North Point.  
Section 10. From North Point to Kowloon Wharves.  
Section 11. Jardine's Wharf.

Section 12. From Kowloon Wharves to the Naval Yard.

Section 13. From the Naval Yard to the Gas Works.

Section 14. From the Gas Works to Jardine's Wharf.

Section 15. From Jardine's Wharf to the Harbour Office.

Section 16. From the Harbour Office to the Market.

Section 17. From the Market to Poddar's Wharf.

Section 18. From Poddar's Wharf to the Naval Yard.

Section 19. From the Naval Yard to the Gas Works.

Section 20. From the Gas Works to Jardine's Wharf.

Section 21. From Jardine's Wharf to the Harbour Office.

Section 22. From the Harbour Office to the Market.

Section 23. From the Market to Poddar's Wharf.

Section 24. From Poddar's Wharf to the Naval Yard.

Section 25. From the Naval Yard to the Gas Works.

Section 26. From the Gas Works to Jardine's Wharf.

Section 27. From Jardine's Wharf to the Harbour Office.

Section 28. From the Harbour Office to the Market.

Section 29. From the Market to Poddar's Wharf.

Section 30. From Poddar's Wharf to the Naval Yard.

Section 31. From the Naval Yard to the Gas Works.

Section 32. From the Gas Works to Jardine's Wharf.

Section 33. From Jardine's Wharf to the Harbour Office.

Section 34. From the Harbour Office to the Market.

Section 35. From the Market to Poddar's Wharf.

Section 36. From Poddar's Wharf to the Naval Yard.

Section 37. From the Naval Yard to the Gas Works.

Section 38. From the Gas Works to Jardine's Wharf.

Section 39. From Jardine's Wharf to the Harbour Office.

Section 40. From the Harbour Office to the Market.

Section 41. From the Market to Poddar's Wharf.

Section 42. From Poddar's Wharf to the Naval Yard.

Section 43. From the Naval Yard to the Gas Works.

Section 44. From the Gas Works to Jardine's Wharf.

Section 45. From Jardine's Wharf to the Harbour Office.

Section 46. From the Harbour Office to the Market.

Section 47. From the Market to Poddar's Wharf.

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Section 51. From Jardine's Wharf to the Harbour Office.

Section 52. From the Harbour Office to the Market.

Section 53. From the Market to Poddar's Wharf.

Section 54. From Poddar's Wharf to the Naval Yard.

Section 55. From the Naval Yard to the Gas Works.

Section 56. From the Gas Works to Jardine's Wharf.

Section 57. From Jardine's Wharf to the Harbour Office.

Section 58. From the Harbour Office to the Market.

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Section 61. From the Naval Yard to the Gas Works.

Section 62. From the Gas Works to Jardine's Wharf.

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Section 65. From the Market to Poddar's Wharf.

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Section 70. From the Harbour Office to the Market.

Section 71. From the Market to Poddar's Wharf.

Section 72. From Poddar's Wharf to the Naval Yard.

Section 73. From the Naval Yard to the Gas Works.

Section 74. From the Gas Works to Jardine's Wharf.

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Section 76. From the Harbour Office to the Market.

Section 77. From the Market to Poddar's Wharf.

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Section 79. From the Naval Yard to the Gas Works.

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Section 81. From Jardine's Wharf to the Harbour Office.

Section 82. From the Harbour Office to the Market.

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Section 84. From Poddar's Wharf to the Naval Yard.

Section 85. From the Naval Yard to the Gas Works.

Section 86. From the Gas Works to Jardine's Wharf.

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Section 88. From the Harbour Office to the Market.

Section 89. From the Market to Poddar's Wharf.

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Section 97. From the Naval Yard to the Gas Works.

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